2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

40

Greensville County City of Emporia

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Gree	ensville Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County						ZAXIC O'AXIC	TITAL	ZITAII		1 actor		i actor			
(50)	6.34	11000	G	79%	1%	Brunswick County 1% 1%	Line 17%	1%	F	0.075	F	0.537	11000	G	2003
58	0.54	11000	G	To:	1 /0	WCL Emporia		1 /0	'	0.073	,	0.557	11000	G	2003
City of Emporia															
Se West Atlantic St	0.41	14000	G	79%	1%	WCL Emporia	17%	1%	F	0.080	F	0.510	14000	G	2003
58 West Atlantic St	0.41	14000	G	7970	1 70		17 70	1 70	Г	0.000	Г	0.519	14000	G	2003
(58) West Atlantic St	0.21	22000	G	From: 79%	1%	Purdy Rd 1% 1%	17%	1%	F	0.072	F	0.551	21000	G	2003
(36)	V			To	.,,	I-95	,0			0.0.2	•	0.00			
58	0.84	16000	G	72%	1%	1% 2%	23%	1%	С	0.074	F	0.546	15000	G	2003
				To- From:		US 301 Main S	St								
58	0.64	14000	G	67%	1%	2% 2%	27%	1%	С	0.076	F	0.519	13000	G	2003
<u>~</u>				To: From:		Reese St									
(58)	0.49	16000	G	84%	1%	1% 1%	13%	0%	F	0.074	F	0.516	15000	G	2003
~				From:		Davis St		<u> </u>							
58	0.65	16000	G	84%	1%	1% 1%	13%	0%	F	0.071	F	0.507	15000	G	2003
(T)	0.40	47000		From:	40/	East Atlantic S		00/		0.070		0.540	16000	-	2002
[58]	0.40	17000	G	84% To:	1%	1% 1% ECL Emporia	13%	0%	F	0.076	F	0.512	16000	G	2003
Greensville County						DOD Emporia									
~~~				From:		ECL Emporia									
58	1.50	16000	G	84% To:	1%	1% 1%	13%	0%	F	0.075	F	0.525	15000	G	2003
				10.		Southampton Count	y Line								
City of Emporia Bus				From:		US 58 West Interse	ection								
58	0.21	13000	G	95%	0%	2% 1%	2%	0%	С	0.079	F	0.558	14000	G	2003
Pue				To: From:		West Atlantic S US 58 Connect									
Bus 58 West Atlantic Street	0.44	13000	G	97%	0%	1% 0%	1%	0%	С	0.084	F	0.503	14000	G	2003
<u> </u>				To: From:		North Main Stre	eet	1							
58 East Atlantic Street	0.25	5400	G	89%	0%	4% 0%	7%	0%	F	0.094	F	0.518	5900	G	2003
58) Last / than the effect	0.20	0400	Ŭ	To:	070	Reese St	1 70	<del></del> 1	•	0.004	•	0.010	0000	Ü	2000
Bus	4.00	0400	_	From:	00/		70/	00/	0	0.005	_	0.500	0000	0	0000
East Atlantic Street	1.20	2100	G	89% To:	0%	4% 0% US 58 East Interse	7%	0%	С	0.095	F	0.563	2300	G	2003
Greensville County				<u> </u>		25 to East merse									
North				From:		North Carolina State									
95	4.13	20000	Α	80%	1%	2% 1%	17%	0%	С	0.142	Α		16000	A	2003
Combine	ed Traffic:	40000	Α	79%	1%	2% 1%	18%	0%	С	0.131	Α	0.544	32000	Α	
North				From:		40-629 Skipper		-							
95	4.12	19000	G	80%	1%	2% 1%	17%	0%	F	0.069	F	: -	16000	G	2003
Combine	ed Traffic:	38000	G	79%	1%	2% 1%	18%	0%	F	0.07	F	0.518	31000	G	
North				From:		US 301 South of Er	•								
95	1.70	20000	G	80%	1%	2% 1%	17%	0%	F	0.064	F		16000	G	2003
Combine	ed Traffic:	39000	G	79% To:	1%	2% 1% SCL Emporia	18%	0%	F	0.07	F	0.516	32000	G	
City of Emporia						эсь ыпрона	•	ı							
North				From:		SCL Emporia									
95	1.05	20000	G	80%	1%	2% 1%	17%	0%	F	0.064	F		16000	G	2003
Combine	ed Traffic:	39000	G	79%	1%	2% 1%	18%	0%	F	0.07	F	0.516	32000	G	
North				From:		US 58									
95)	0.62	19000	G	80%	1%	2% 1%	17%	0%	F	0.067	F		15000	G	2003
Combine	ed Traffic:	31000	G	76%	1%	2% 1%	21%	0%	F	NA			28000	G	
				To-		NCL Emporia	ı								

					Gree	ensville i	viaintena	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		NG										
North	1.89	19000	G	80%	1%	2%	L Emporia 1%	17%	0%	F	0.067	F		15000	G	2003
95										F					G	2003
	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	Г	NA			28000	G	
North				From:			40-614									
95)	3.63	16000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		13000	G	2003
	Combined Traffic:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G	
				To:		Sussex	County I	ine								
South				From:		North Car	rolina Stat	e Line								
95)	4.39	20000	Α	77%	1%	2%	1%	19%	0%	С	0.144	Α		16000	Α	2003
	Combined Traffic:	40000	Α	79%	1%	2%	1%	18%	0%	С	NA			32000	Α	
0 "				To: From:		40-6	29 Skippe	rs								
South	3.83	19000	G	77%	1%	2%	1%	19%	0%	F	0.074	F		15000	G	2003
95	Combined Traffic:	38000	G	79%	1%	2%	1%	18%	0%	F	NA	•		31000	G	2003
	Combined Hame.	30000	G	1970					0 76	'	INA			31000	G	
South				From:		US 301 S	outh of Er	nporia	-							
95)	1.81	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	G	2003
	Combined Traffic:	39000	G	79 <u>%</u>	1%	2%	1%	18%	0%	F	NA			32000	G	
				To:		SC	L Emporia	1								
City of Emporia																
South		40000	_	From:	401		L Emporia		001	_	0.6==	_		45000	•	0000
95	1.24	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	G	2003
~	Combined Traffic:	39000	G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G	
South				To: From:			US 58									
95)	0.35	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003
93)	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G	
			_	To:			L Emporia			-					_	
Greensville County																
South				From:		NC.	L Emporia	ı								
(95)	1.92	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003
	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G	
				To- From:		US 301 N	orth of Er	nporia	ŀ							
South	0.41	12000	c	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003
95			G									Г		12000		2003
	Combined Traffic:	29000	G	75 <u>%</u>	1%	2%	1%	21%	0%	F	NA			26000	G	
South				From:			40-614									
South 95	3.19	9900	G	69%	1%	2%	1%	27%	1%	F	0.067	F		9900	G	2003
	Combined Traffic:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G	
				To:		Sussex	County I	ine								
Town of Jarratt																
		4000	_	From:	10:		0 CL Jarra				0.055	_		100=		
139	0.76	1900	G	92% To:	1%	2%	1%	5%	0%	F	0.083	F	0.555	1900	G	2003
				10.		Sussex	County L	ine								
<b>Greensville County</b>				From:		North C	rolina Ct.	a Lina	E							
(201)	4.74	2300	G	87%	1%	4%	rolina Stat 1%	7%	0%	F	0.091	F	0.502	2300	G	2003
[301]	7.1 <b>7</b>	2000	5		1 /0				J /0	'	0.001	•	0.002	2000	5	2000
~~~ <u>~~</u>	2.07	2000		From:	10/		29 Skippe		00/		0.074		0.740	2000		2002
[301]	3.97	3000	G	87%	1%	4%	1%	7%	0%	С	0.074	F	0.743	3000	G	2003
~~~				From:			outh of En									
(301)	0.39	5900	G	87%	1%	4%	1%	7%	0%	F	0.079	F	0.55	5900	G	2003
				To:		SCI	L Emporia	l								
City of Emporia				E I					Т							
Courth Main C	+ 0.45	6400	0	From:	10/		L Emporia		00/	0	0.000	_	0 555	7000	_	2002
301 South Main S	t 0.45	6400	G	93% To:	1%	3%	1% Ground R	3%	0%	С	0.080	F	0.555	7000	G	2003
						LOW	отоина К	.u								

					0.0	ensville iv	iaii itoi iai	100 7 11 0	<b>u</b>							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia				E					i							
301 South Main St	0.24	9700	G	93%	1%	10w C	Ground Rd	3%	0%	F	0.084	F	0.565	11000	G	2003
South Main St	0.24	3700	G		1 /0			370	0 70	'	0.004	'	0.505	11000	O	2003
301 South Main St	0.36	11000	G	From: 93%	1%	3%	erson St 1%	3%	0%	F	0.078	F	0.605	12000	G	2003
301) 30411 111411 31	0.00			To:	.,,			0,0		•	0.0.0	•	0.000	000		
301 South Main St	0.49	17000	G	From: 96%	1%	1%	swick Ave 0%	1%	0%	С	0.082	F	0.505	19000	G	2003
901)				To:			alley St									
301 South Main St	0.20	15000	G	96%	1%	1%	0%	1%	0%	F	0.083	F	0.514	16000	G	2003
901)				To			ntic Ave									
301 North Main St	0.74	9200	G	96%	0%	2%	1%	2%	0%	С	0.090	F	0.533	9900	G	2003
				To			JS 58		1							
301 North Main St	0.34	8800	G	94%	0%	2%	0%	3%	0%	F	0.099	F	0.596	9500	G	2003
				To			lifax St		1							
301 North Main St	0.16	9800	G	94%	0%	2%	0%	3%	0%	F	0.093	F	0.612	11000	G	2003
<u> </u>				To:			Emporia									
Greensville County																
~~~	4.50	0000	•	From:	00/		Emporia	00/	00/	0	0.004	_	0.504	0000	0	0000
[301]	1.53	6300	G	94%	0%	2%	0%	3%	0%	С	0.094	F	0.591	6300	G	2003
~~	0.77	4500		From:	00/		0-614	00/	-00/		0.4		0.040	4500		0000
301	2.77	4500	G	94% To:	0%	2%	0% County Li	3%	0%	F	0.1	F	0.610	4500	G	2003
				From:												
600	1.50	410	R			Diuliswic	k County I	Line			NA			NA		1999
600			•••	To:		40-62	7 NORTH									
\bigcirc				From:			7 SOUTH									
600	3.40	420	R	To:		N. d.C.	l' Cu i	T .			NA			NA		1999
				From:		North Card										
	3.00	620	R	From:		Brunswic	k County I	Line			NA			NA		1999
601	3.00	020	IX.	To:		4	0-627				INA			INA		1999
				From:			k County I	ine								
602	1.38	250	R			Brunswic	R County 1	JIIIC .			NA			NA		1999
				To:		4	0-603									
				From:		North Card	olina State	Line								
(603)	0.30	800	R								NA			NA		1999
				From:		40-6	31 North									
603	1.50	710	G	93%	1%	3%	0%	2%	0%	С	0.095	F	0.557	710	G	2003
				To: From:			33 South 33 North									
603	3.20	90	R			40-0	33 NOLUI				NA			NA		1999
000				To:		40-6	627 East									
			_	From:		40-6	527 West									4000
603	2.59	280	R	To:		D	1.0 1				NA			NA		1999
				From:			k County I	Line								
	5.27	330	R	From:		4	0-603				NA			NA		1999
604)	J. Z I	330	11	To:		Brunswic	k County I	Line			INA			INA		1999
				From:			k County I		i							
605)	2.70	230	R	<u> </u>		2.015 110	county I				NA			NA		1999
				To:			07 EAST									
\bigcirc			_	From:		40-60	07 WEST				<u> </u>					4000
605	0.70	230	R								NA			NA		1999
				From:		Ţ	JS 58									4651
605)	2.20	230	R	Tar		10.5	06 E + CE				NA			NA		1999
				To:		40-6	06 EAST									

					Gree	ensville Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		40-606 WEST	,								
605)	4.20	80	R	<u> </u>		40-000 WEST				NA			NA		1999
<u> </u>				To:		40-608 EAST									
	0.45	90	ъ.	From:		40-608 WEST	1			NIA			NIA		1000
605)	0.45	80	R	To:		Dead End				NA			NA		1999
				From:		Brunswick County	Lina								
606	5.32	110	R			Brunswick County	Line			NA			NA		1999
606				To:		40-619									
				From:		Brunswick County	Line								
607)	0.60	50	R							NA			NA		1999
				To: From:		US 58 W Gap Term									
207	2.30	49	R	rioni.		40-606 Gap Term	inus			NA			NA		1999
607)	2.50	73	IX.							INA			INA		1000
	3.70	90	R	From:		40-605 WEST	,			NA			NA		1999
607)	3.70	30	1	To:		US 58 EAST				INA			INA		1999
				From:		Brunswick County	I ine								
608	4.50	700	R	<u> </u>		Brunswick County	Line			NA			NA		1999
				To:		40-619									
608	5.28	770	R	From:		10 017				NA			NA		1999
608				To		40-680									
608)	1.47	1500	G	94%	0%	2% 0%	4%	0%	С	0.094	F	0.766	1500	G	2003
<u> </u>				To:		40-610									
				From:		US 301									
609	1.72	170	R							NA			NA		1999
				To:		Sussex County L	ine								
	0.40	0000	_	From:	00/	US 301	00/	00/	_	0.400	_	0.554	0000	0	0000
610	0.10	2200	G	89%	2%	2% 0%	6%	0%	F	0.128	F	0.551	2200	G	2003
	0.00	4400		From:	40/	40-9179	00/	00/		0.000		0.504	4400	_	
610	2.22	1100	G	97%	1%	1% 1%	0%	0%	С	0.096	F	0.564	1100	G	2003
	0.00	740	_	From:	00/	40-617	00/	00/	_	0.005		0.544	740	_	0000
610	6.92	740	G	89%	2%	2% 0%	6%	0%	С	0.095	F	0.514	740	G	2003
	0.45	4000		From:	00/	40-608	40/	00/		0.007		0.040	4000	_	
610	0.45	1800	G	93% To:	0%	2% 1% WCL Jarratt	4%	0%	С	0.097	F	0.640	1800	G	2003
				J		W CL Jarratt									
Town of Jarratt				From:		WCL Jarratt									
610)	0.29	1800	N	93%	0%	2% 1%	4%	0%	Ν	0.097	Ν	0.640	1800	Ν	2003
				To:		40-1101									
Greensville County				From:		Brunswick County	т:								
611	1.91	1500	G	94%	1%	3% 0%	2%	0%	F	0.091	F	0.557	1500	G	2003
611)				To:					- 		•				
611	2.84	2000	G	94%	1%	40-633 WEST 3% 0%	2%	0%	С	0.091	F	0.68	2000	G	2003
611)					. 70		_,,								
	1.79	2600	G	From: 94%	1%	40-658 3% 0%	2%	0%	F	0.106	F	0.672	2600	G	2003
611)			_		. 70				_					_	
611)	0.92	4100	G	From: 97%	0%	40-635 1% 0%	1%	0%	С	0.104	F	0.643	4100	G	2003
611)	J.02		_	To:		WCL Emporia								_	
			_	From:		ECL Emporia					_		_	_	
611)	1.05	690	G	93%	2%	3% 0%	2%	0%	F	0.114	F	0.681	700	G	2003
				From:		40-654									
611)	0.99	380	G	93%	2%	3% 0%	2%	0%	С	0.091	F	0.528	380	G	2003
				To:		40-623									

					Gree	ensville Maintenai	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		40-623									
611)	1.74	400	G	93%	2%	3% 0%	2%	0%	F	0.099	F	0.512	400	G	2003
011)	1.7 -	400	Ū	To	270	Sussex County Li		070	•	0.000	•	0.012	400	Ü	2000
				From:		40-619		1							
612	2.40	390	R	<u> </u>		40-017				NA			NA		1999
612				To:		40-651									
				From:		40-605									
613	3.20	300	R					<u> </u>		NA			NA		1999
010				To:		40-619 NORTH	[
				From:		40-619 SOUTH									
613	1.70	300	R	_						NA			NA		1999
				To:		40-610									
\circ				From:		NCL Emporia									
614)	1.03	610	R							NA			NA		1999
				To: From:		40-616 SOUTH									
	0.40	210	R			40-616 NORTH	Į.			NA			NA		1999
614)	0.40	210	K							INA			INA		1999
$\overline{}$		4000		From:	601	US 301	00.1			0.000		0.505	4000		000-
614)	0.70	1000	G	93%	2%	3% 1%	2%	0%	С	0.099	F	0.505	1000	G	2003
				From:		40-617									
614)	5.00	340	R							NA			NA		1999
				To:		40-610									
				From:		40-610									
615	2.30	110	R							NA			NA		1999
				To:		40-614									
				From:		US 301									
616	0.10	360	R							NA			NA		1999
				To:		FR-133									
616)	0.20	350	R	rioin.						NA			NA		1999
				To:		40-614 WEST									
616)	0.50	200	R	From:		40-014 WES1		i		NA			NA		1999
010	0.00			To:		40-614 EAST									.000
				From:		40-614 North									
616)	0.33	100	R							NA			NA		1999
				To:		Dead End									
_				From:		40-610									
617	0.23	330	G	96%	0%	0% 1%	3%	0%	С	0.087	F	0.621	330	G	2003
				To: From:		0.23 ME 40-610)								
617)	0.45	460	G	96%	0%	0% 1%	3%	0%	F	0.130	F	0.597	460	G	2003
				To:		40-614									
				From:		Dead End									
618)	0.80	40	R	-						NA			NA		1999
				To:		40-606									
				From:		NCL Emporia									
619	0.43	1200	G	90%	1%	5% 1%	4%	0%	F	0.098	F	0.539	1200	G	2003
				To:		40-681									
610	3.16	990	G	94%	1%	2% 0%	2%	0%	С	0.121	F	0.541	990	G	2003
619	0.10		•		. / 0		_,,		-	J. 12 1	•	0.011	200	-	_000
	1 51	900		From:	10/	40-606	40/	00/		0.406	Г	0.504	900		2002
619)	1.54	800	G	90%	1%	5% 1%	4%	0%	С	0.126	F	0.594	800	G	2003
(619) (619)				From:		40-613 NORTH									
(619)	1.44	530	G	90%	1%	5% 1%	4%	0%	F	0.121	F	0.614	540	G	2003
				To: From:		40-612									
619	1.77	440	G	90%	1%	5% 1%	4%	0%	F	0.145	F	0.657	440	G	2003
				To:		40-608									
<u></u>	2.89	300	G	90%	1%	5% 1%	4%	0%	F	0.149	F	0.66	300	G	2003
619	2.00	550	_	To:	1 /0	Sussex County Li			•	5.140	•	0.00	500	5	_000
						Bussen County LI									

Route Length AADT QA ATTICE Bus AADT QA ATTICE AAW Trice AAW						Gie	ensville ivialniena	ance Are	а							
	Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK		AAWDT	QW	Year
1.50 10 R	Greensville County				From:		40.605		1							
	(620)	1 50	10	R			40-603				NA			NA		1999
Section Sect	(620)	1.00		•••	To		40-607							100		1000
					From:		40-633		1							
	(621)	3.32	360	R							NA			NA		1999
	<u></u>				To:		40.650									
622	(621)	0.49	870	G		1%		26%	0%	С	0 103	F	0 552	870	G	2003
622	(021)	00				.,,					000	•	0.002	0.0		
622					From:		40-730 WEST	r								
622	622	2.45	390	G	94%	2%			0%	С	0.091	F	0.629	390	G	2003
					To:		40 620 NORT	н								
622 2.60 210 R	622	0.29	400	G		2%			0%	F	0.091	F	0.622	400	G	2003
622 2.60 210 R	022)				To:											
622 2.60 210 R	<u></u>	5.30	330	В	From:		40-629 SOUT	H			NΙΛ			NΙΛ		1000
622 2.60 210 R	(622)	3.30	330	IX.							INA			INA		1999
1.90 130 R		0.00	242		From:		40-625 WEST	ľ			N/ A			N.A		4000
1.90 130 R	(622)	2.60	210	К	To:		40 720 E k CT	,	1		NA			NA		1999
199																
		1.00	120	В	From:		US 58				NIA			NIA		1000
Section Sect	(623)	1.90	130	ĸ	To:		A0 611				NA			NA		1999
624 2.20					From:			- т:								
		2 20	40	P	Fiam		North Carolina Stat	e Line			NΔ			NΔ		1000
	(624)	2.20	40	K							INA			INA		1999
North Carolina State Line		2.12			From:		40-655									1000
North Carolina State Line	(624)	0.10	30	R	To:		40.720				NA			NA		1999
625 3.94 140 R					10.											
Fig.		0.04	440	_	From:		North Carolina Stat	e Line								4000
Secondary Seco	(625)	3.94	140	R	To:		40. (22 E 4 ST	,	1		NA			NA		1999
625 5.70 400 R					From:											
Columbia Columbia	625)	5.70	400	R			10 022 11201				NA			NA		1999
Color Colo	020				To:		40-628									
Color					From:		40-629									
Section Sect	626)	2.10	110	R							NA			NA		1999
Record R					To:		40-622									
627 8.03 790 G 92% 1% 3% 1% 3% 0% F 0.092 F 0.581 790 G 2003 627 5.60 1800 G 92% 1% 3% 1% 3% 0% C 0.096 F 0.697 1800 G 2003 627 0.56 2500 G 92% 1% 3% 1% 3% 0% F 0.091 F 0.664 2500 G 2003 628 1.40 40 R					From:		North Carolina Stat	e Line								
Scale Scal	(627)	8.03	790	G	92%	1%	3% 1%	3%	0%	F	0.092	F	0.581	790	G	2003
Section Sect	\bigcup				To:		40-633									
Columbia Columbia	627	5.60	1800	G	92%	1%		3%	0%	С	0.096	F	0.697	1800	G	2003
627 0.56 2500 G 92% 1% 3% 1% 3% 0% F 0.091 F 0.664 2500 G 2003 628 1.40 40 R	<u> </u>			_	To:	. , •				_ ~		_			_	
Columbia Columbia	627	0.56	2500	G	From:	1%		3%	N%	F	0 001	F	0.664	2500	G	2003
Columbia Columbia	021)	0.50	_000	3		1 /0			570	'	0.001	•	0.004	2000	5	2000
628 1.40 40 R					From:				1							
Signature State Line State Line NA NA 1999	628	1 40	40	R			Dead End				NA			NA		1999
Signature State Line State Line NA NA 1999	020	110	.0		_{7.}		****				. 47 1					.555
Signature State Line State Line NA NA 1999		2 40	40	ь	From:		US 301				NΙΛ			NIA		1000
Signature State Line State Line NA NA 1999	(628)	3.40	40	ĸ	To:		40 620		1		INA			INA		1999
629 3.20 250 R NA NA 1999 629 0.70 530 R NA NA 1999 629 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 629 0.94 1600 G 76% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003								- т:								
629 0.70 530 R NA NA 1999 629 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 629 0.94 1600 G 76% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003	600	3 20	250	D			North Carolina Stat	e Line			NΙΔ			NΙΛ		1000
629 0.70 530 R NA NA 1999 Column	(629)	3.20	200	ĸ							INA			INA		נפפו
(629) 0.70 530 R NA NA 1999 (629) 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 (629) 0.94 1600 G 76% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003		* ==		_	From:		40-632							***		100-
629 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 C	(629)	0.70	530	R							NA			NA		1999
629 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 1.06 1300 G 53% 1% 3% 24% 18% 0% C 0.086 F 0.549 1300 G 2003 1.06 1300 G 53% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003																
629 0.94 1600 G 76% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003	(629)	1.06	1300	G		1%	3% 24%	18%	0%	С	0.086	F	0.549	1300	G	2003
629 0.94 1600 G 76% 1% 2% 4% 17% 0% C 0.079 F 0.507 1600 G 2003					To:		I-95 Ramp									
To: US 301	(629)	0.94	1600	G		1%		17%	0%	С	0.079	F	0.507	1600	G	2003

					Gre	ensville M	aintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		1.7	S 301		1							
629	0.10	1100	G	90%	4%	4%	1%	1%	0%	F	0.085	F	0.639	1100	G	2003
629	2.60	170	G	90% To:	4%	4%	0-628 1% 2 SOUTH	1%	0%	С	0.130	F	0.625	170	G	2003
629	1.35	80	R	From:		40	0-622				NA			NA		1999
Town of Jarratt									•							
630	0.23	950	G	95% To:	0%	2%	R 139 0% L Jarratt	2%	0%	F	0.099	F	0.657	950	G	2003
Greensville County				•					•							
630	2.30	570	G	95% To:	0%	2%	Jarratt 0% County Li	2% ne	0%	С	0.105	F	0.623	570	G	2003
(631)	0.20	1700	G	97%	0%	North Caro	lina State	Line 1%	0%	С	0.099	F	0.541	1700	G	2003
<u>(631)</u>	4.77	1300	R	To- From:			0-603				NA			NA		02/04/2002
				To: From:		North Caro		Line								
632)	4.60	150	R	To			0-633				NA			NA		1999
				From:		North Caro	0-629	Lina								
633)	1.48	960	R	To:							NA			NA		1999
633	0.30	740	G	91%	2%	4%	3 SOUTH 0%	2%	0%	F	0.099	F	0.543	740	G	2003
633 633	3.85	560	G	From: 91%	2%	40-603 4 %	0%	2%	0%	С	0.092	F	0.604	550	G	2003
633)	2.80	320	G	From: 91%	2%	4%	0-627	2%	0%	F	0.099	F	0.521	320	G	2003
(633)	1.73	480	G	From: 91%	2%	4%	0-693 0 %	2%	0%	F	0.106	F	0.636	480	G	2003
	1.81	150	R	To: From:			1 WEST 11 EAST				NA			NA		1999
633	1.01	100		To:		Dea	ad End				147 (147.		1000
634)	1.50	70	R	From:			S 301				NA			NA		1999
				From:			ad End ad End		<u> </u>							
635)	1.00	100	R	To:			0-611				NA			NA		1999
	0.35	100	R	From:			0-608				NA			NA		1999
637 637				To: From:		40	0-696		-							
(637)	0.25	90	R	To:		Dea	ad End				NA			NA		1999
				From:			0-730									
638 638	0.80	30	R	To		0.80 M	IN 40-730)			NA			NA		1999
(638)	1.15	40	R	From:				,			NA			NA		1999
				To:		Dea	ad End		J							

					Gree	ensville Maintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		40-627		1							
639	2.20	300	R			10 027				NA			NA		1999
				To: From:		40-650 WEST									
639	2.20	230	G	93%	4%	2% 1%	0%	0%	С	0.106	F	0.5	230	G	2003
				From:		US 301									
639	0.10	80	R	To:		40-691				NA			NA		1999
				From:		US 58; 40-607		1							
640	0.75	440	R	<u> </u>		03 38, 40-007				NA			NA		1999
				To:		40-681 & 1020									
\sim				From:		Dead End									
641)	0.35	30	R	To:		40-633				NA			NA		1999
				From:											
642	0.40	80	R			Dead End				NA			NA		1999
042)				To:		US 301									
				From:		40-635									
643)	1.17	130	R							NA			NA		1999
				To:		40-611									
240	0.47	170	R	From:		40-640				NA			NA		1999
644)	0.47	170	• • • • • • • • • • • • • • • • • • • •	To:		NCL Emporia				14/1			14/1		1000
				From:		Dead End									
646)	0.80	90	R					•		NA			NA		1999
				To:		40-730									
\bigcirc	0.00	40		From:		40-605				NIA			NIA		4000
647)	0.26	40	R	To:		Dead End				NA			NA		1999
				From:		40-630									
648	1.20	60	R	<u> </u>		10 030				NA			NA		1999
				To:		Dead End									
\bigcirc				From:		US 58									
649	0.90	560	R	To:		Dead End		1		NA			NA		1999
				From:		40-621		1							
650	1.33	760	G	21%	2%	4% 46%	27%	0%	С	0.117	F	0.510	760	G	2003
				To		40-679									
650	1.48	70	G	21%	2%	4% 46%	27%	0%	F	0.123	F	0.818	70	G	2003
				To: From:		40-639 WEST									
650	1.60	90	R	r toni.		40-639 EAST				NA			NA		1999
030)				To:		40-627									
				From:		40-610									
651)	3.00	140	R							NA			NA		1999
				To: From:		40-608 EAST 40-608 WEST									
651)	1.40	140	R	<u> </u>		40-000 WEST				NA			NA		1999
				To:		40-619									
$\overline{}$				From:		Dead End									
652	0.11	70	R							NA			NA		1999
				From:		40-653									
652	0.13	10	R	To:		Dead End				NA			NA		1999
				From:											
653	0.30	200	R			40-687				NA			NA		1999
				To:		40-652							<u> </u>		
			_												

					Greensville Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	oc ok	Dir AAWDT QW Factor	Year
Greensville Countv				From:	FOLE :			
654)	1.74	130	R		ECL Emporia	NA	NA	1999
(654)				To	40-611			
				From:	40-730			
655	0.30	40	R			NA	NA	1999
				To:	40-624			
\bigcirc			_	From:	40-625			
656	2.30	190	R	To:	40.626	NA	NA	1999
				From:	40-626			
657	0.80	730	R	110	US 301	NA	NA	1999
037)	0.00			To:	Dead End	101		1000
				From:	Dead End			
658)	1.10	90	R	-		NA	NA	1999
				To:	40-611			
$\widehat{}$				From:	40-603			
659)	2.40	80	R			NA	NA	1999
				To:	40-627			
\bigcirc	- ^-	450	_	From:	40-656		A.I.A.	4000
660	5.65	150	R	To:	40-730	NA	NA	1999
				From:				
	1.50	70	R	FIOIII.	US 301	NA	NA	1999
662	1.50	70	1	To:	North Carolina State Line	INA	IVA	1999
				From:	US 301			
663	0.54	580	R		05 301	NA	NA	1999
000)				To:	40-614			
				From:	Dead End			
664)	0.25	370	R			NA	NA	1999
				To:	NCL Emporia			
				From:	Dead End			
665	0.80	290	R			NA	NA	1999
				To:	US 301			
	0.00	400	_	From:	40-730	NIA	NIA	1000
666	0.90	100	R	To:	Dead End	NA	NA	1999
				From:				
667	1.00	100	R	110	Dead End	NA	NA	1999
667	1.00	100		To:	40-611	177	100	1000
				From:	40-730			
668	0.75	90	R		10 750	NA	NA	1999
				To:	Dead End			
				From:	40-605			
669	0.50	10	R			NA	NA	1999
				To:	Dead End			
		_	_	From:	Dead End			
670	0.90	70	R	т	10.707	NA	NA	1999
<u> </u>				To:	40-627			
	1 20	440	D	From:	Dead End	NΙΛ	NΙΛ	1000
(671)	1.39	140	R			NA	NA	1999
(671) (671)		4.55	_	From:	1.39 ME Dead End	.	A	1000
(671)	1.71	140	R	To	40 £10	NA	NA	1999
				From:	40-619			
672	0.06	20	R	rrom:	40-664	NA	NA	1999
6/2	0.00	20	ĸ	To:	40-673	INA	INA	1333
					10 0/5			

					Truck	V D:-		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	AAWDT QW	Year
Greensville County				From:	40-672			
673	0.06	20	R			NA	NA	1999
$\bigcup_{i=1}^{n}$				To-	Cul-de-Sac			
\bigcirc	0.00	440	_	From:	40-627			1000
675)	0.88	110	R	To:	Dead End	NA 1	NA	1999
				From:	40-660			
676)	2.21	70	R	<u> </u>		NA	NA	1999
				To:	40-629]		
$\overline{}$				From:	Dead End			
677	0.98	40	R	To:	40-632	NA 1	NA	1999
				From:		<u> </u>		
678)	0.35	20	R		Dead End	I NA	NA	1999
076)	0.00			To:	40-629]		
_				From:	Dead End			
679	0.50	60	R	_		NA	NA	1999
				To:	40-650			
	0.83	70	R	From:	40-608	J NA	NA	1999
680	0.63	70	K	To	Dead End]	INA	1999
				From:	40-640 & 1020			
681)	0.55	100	R	-		NA	NA	1999
				To:	40-619			
\bigcirc				From:	US 58			
682	0.12	70	R	To:	Dead End	NA 1	NA	1999
				From:				
683)	0.11	370	R	r toni.	US 58	J NA	NA	1999
0003				To	40-705	1		
683	0.10	270	R	From:	40-703	I NA	NA	1999
000				To	40-697	1		
683	0.15	150	R	From:	10 057	NA	NA	1999
				To	40-644			
$\widehat{}$				From:	Dead End			
684)	0.07	500	R	To:	LIG CO.F.ACT	NA 1	NA	1999
				From:	US 58 EAST US 58 WEST			
684)	0.33	230	R			NA	NA	1999
				To:	40-644			
<u> </u>	0.00	440	_	From:	40-611; 40-643		N10	1000
687)	0.20	440	R	_		NA 1	NA	1999
	0.13	1100	R	From:	40-653	NA NA	NA	1999
687	0.13	1100	11	To:	Dead End]	INC	1999
				From:	Dead End			
688	0.20	40	R	<u>. </u>	****	NA	NA	1999
				To:	SCL Emporia			
	0.50	000	_	From:	US 301; I-95 Ramp		N14	4000
689	0.52	360	R	To:	SCL Emporia	NA 1	NA	1999
				From:	US 301	<u>. </u>		
690	0.80	40	R	<u></u>	09 301	I NA	NA	1999
				To	US 301]		-
				From:	40-634	<u> </u>		
691)	0.10	20	R	_		NA	NA	1999
				To:	0.10 MN 40-634			

					Greensville Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(: ()K	\(\Lambda \Lambda \Lam	Year
Greensville County				From:	0.10 MN 40-634			
691)	0.40	20	R	<u></u>	0.10 MIN 40-034	NA	NA	1999
				To: From:	40-639	 		
691)	0.50	20	R	rioii.		NA	NA	1999
				From:	US 301	 		
691)	0.20	20	R	_		NA	NA	1999
				To:	Dead End			
$\overline{}$				From:	40-00604(B)/			
692	0.81	NA		To:	Cul-de-Sac/	NA 1	NA	
				From:	40-604			
393	1.50	70	R	<u> </u>	40-004	NA	NA	1999
393)				To:	40-633			
				From:	40-627			
694)	1.00	70	R			NA	NA	1999
				To:	Dead End			
$\overline{}$	0.00	40	_	From:	40-608		A.I.A.	4000
696)	0.60	46	R	To:	40-637	NA 1	NA	1999
				From:	40-683	<u> </u>		
697)	0.17	80	R		40-083	J NA	NA	1999
097)				To	40-705	1		
607	0.06	20	R	From:	40-703	NA	NA	1999
6 97	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End]		1000
				From:	40-607			
698)	0.50	330	R			NA	NA	1999
				To:	Dead End			
\sim				From:	Dead End			
699	0.50	240	R	To:	He 201	NA 1	NA	1999
				From:	US 301			
700)	0.15	220	R	rioni.	Dead End	J NA	NA	1999
700)	00			To:	40-643]		
				From:	Dead End			
701)	0.32	30	R			NA	NA	1999
				To: From:	40-707	1		
701)	0.35	140	R	rioii.		NA	NA	1999
				To:	40-664			
				From:	Dead End			
702)	0.14	150	R	To:	40.642	NA 1	NA	1999
				From:	40-643			
700)	0.90	80	R	FIOIII.	Brunswick County Line	J NA	NA	1999
703)	0.00	00		To:	40-633	1	14/1	1000
				From:	Dead End			
704)	0.15	130	R	<u> </u>	***************************************	NA	NA	1999
				To:	40-643			
				From:	40-683			
705	0.16	110	R			NA	NA	1999
				From	40-706]		
705)	0.07	40	R	_		NA	NA	1999
				To:	40-697	<u> </u>		
$\overline{}$			_	From:	Dead End			
706	0.04	70	R	To:	40.705	NA 1	NA	1999
				10.	40-705			

					Greensville Mainterfance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:	40-701	ì						
707)	0.43	670	R		40-701	J	NA			NA		1999
(101)				To:	40-607							
				From:	Dead End]						
709	0.16	300	R			_	NA			NA		1999
				To:	40-627							
	4.00	440	_	From:	40-611							1000
711)	1.00	140	R	To:	Southampton County Line	1	NA			NA		1999
				From:	•	1						
712	0.05	1800	R	<u> </u>	Dead End	J	NA			NA		1999
(112)				To:	US 58; 40-684							
				From:	Dead End							
713	0.15	360	R			4	NA			NA		1999
				To:	40-643							
				From:	Dead End							
714)	0.15	350	R			-	NA			NA		1999
				To:	40-643							
				From-	Dead End							4000
715)	0.09	60	R	To:	40-644	1	NA			NA		1999
				From:		<u> </u>						
	0.08	60	R	From:	Dead End		NA			NA		1999
717)	0.06	80	ĸ	To:	40-643	1	INA			INA		1999
				From:	40-611	1						
718)	0.26	70	R	<u></u>	40-011	J	NA			NA		1999
(110)				To	Dead End							
				From:	US 301							
(719)	0.20	NA				-	NA			NA		
				To:	Dead End							
_				From:	40-663							
(720)	0.12	20	R			-	NA			NA		1999
				To:	Dead End							
\bigcirc				From:	US 58							
(721)	1.20	NA		т		7	NA			NA		
				To:	Dead End							
	0.40	170	R	From:	40-730	_	NA			NA		1999
(722)	0.40	170	ĸ	To:	Dead End	1	INA			INA		1999
				From:	Dead End	1						
725)	0.15	47	R	<u> </u>	Dead Elid	J	NA			NA		02/04/2002
(725)				To:	40-614							
				From:	SCL Emporia							
730	1.15	1700	G	96%	2% 2% 0% 1% 0%	С	0.094	F	0.612	1700	G	2003
				To:	40-622 WEST							
(730)	11.87	400	G	96%	2% 2% 0% 1% 0%	F	0.091	F	0.519	400	G	2003
				To:	Southampton County Line							
				From:	40-604							
731)	0.31	70	R			-	NA			NA		1999
				To:	Dead End							
\bigcirc				From:	40-611							
1005)	0.12	200	R			1	NA			NA		1999
				To:	40-1006							
\cap			_	From:	Cul-de-Sac							4000
1006	0.05	40	R	To	40-1007	7	NA			NA		1999
				1	40-100 /							

		Greensville Maintenance Area									
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAWDT (QW Year			
Greensville Countv				From:	40-1007	1					
1006)	0.13	160	R		10 1007	NA	NA	1999			
				To-	40-1005						
$\overline{}$				From:	40-611						
1007	0.12	170	R	To:	40.1000	NA 1	NA	1999			
				From:	40-1006	1					
1010)	0.32	70	R	r toin.	Dead End	NA	NA	1999			
1010)	0.02	70	• • • • • • • • • • • • • • • • • • • •	To:	40-707	1	100	1000			
				From:	40-640; 40-681						
1020)	0.15	120	R	_		NA	NA	1999			
				To:	40-1021						
\bigcirc	0.40	40	_	From:	40-1022 SOUTH]	***	4000			
1021)	0.40	40	R			NA -	NA	1999			
$\overline{}$	0.05	440		From:	40-1022 NORTH	<u> </u>		4000			
1021)	0.25	110	R			NA -	NA	1999			
$\overline{}$	0.10	40		From:	40-1020		A.1.A	1000			
1021)	0.10	40	R	To	40-1022 MID	NA 1	NA	1999			
				From:	40-681	İ					
222	0.12	150	R	_	40-081	NA	NA	1999			
1022	•			To	40 1021 COLUTII						
1022	0.03	60	R	From:	40-1021 SOUTH	NA	NA	1999			
1022	0.00	•	•••	To:	40 1021 MID	1	10.	1000			
1022	0.05	70	R	From:	40-1021 MID	NA	NA	1999			
1022)				To:	40-1021 NORTH	1					
				From:	Dead End]					
1025	0.03	40	R			NA	NA	1999			
				To: From:	40-1026	 					
1025	0.12	300	R			NA	NA	1999			
				To:	40-627	_					
	0.40	450	_	From:	Dead End]	NIA	4000			
0	0.10	150	R	To:	40-1025	NA 1	NA	1999			
Γ£ Ι					40-1023						
Town of Jarratt				From:	40-610						
1101)	0.13	840	R			NA	NA	1999			
				To: From:	40-1107						
1101)	0.09	760	R			NA	NA	1999			
				To: From:	40-1102						
1101)	0.38	690	R			NA	NA	1999			
				To: From:	40-1106						
1101)	0.02	1100	R	-		NA	NA	1999			
_				To: From:	40-1108						
1101)	0.03	1200	R	-		NA	NA	1999			
				To: From:	40-1105						
1101)	0.05	1200	R			NA	NA	1999			
				To: From:	40-1103						
1101)	0.13	790	R			NA	NA	1999			
				To-	91-1101 Sussex County Line						
Greensville County				r. I	01.1102.0	1					
1100	0.08	500	R	From:	91-1102 Sussex County Line] NA	NA	1999			
(1102)	0.00	300	ĸ	To:	40-1103]	INA	1999			
					10 1103	!					

NA NA NA	Year 1999 1999
NA NA	1999
NA NA	1999
NA	1999
NA	1999
NA	1999
NA NA	
NA	
	1999
NA	1999
N/A	1999
NA .	1999
NA	1999
NA	1999
NA	1999
NA .	1999
NA	1999
NA	1999
NA	1999
NA .	1999
NA	1999
NA	1999
NΔ	1999
IN/A	1999
NA	1999
NA	1999
11/4	1333
	NA

					Gre	ensville Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt				-									
(1112)	0.10	50	R	From:		40-1104		NA			NA		1999
(1112)	0.10			To		40-1110							1000
				From:		40-630							
(1113)	0.15	100	R					NA			NA		1999
<u> </u>				To: From:		40-1110							
(1113)	0.18	60	R	Tai		40 1112		NA			NA		1999
				From:		40-1112							
(1114)	0.23	170	R			40-630		NA			NA		1999
				To:		40-1116							
				From:		Dead End							
(1115)	0.03	49	R					NA			NA		1999
0				From:		40-1110							
(1115)	0.12	30	R	To:		40-1116		NA			NA		02/04/2002
				From:		SR 139							
(1116)	0.06	70	R			SK 139		NA			NA		1999
				To		40-1114							
(1116)	0.12	20	R	From:		40-1114		NA			NA		02/04/2002
				To:		40-1115							
				From:	ç	91-1117 Sussex County Line							
(1117)	0.24	20	R	Tai		D. IE I		NA			NA		1999
				From:		Dead End							
(1118)	0.11	20	R			40-630		NA			NA		02/04/2002
3.				To:		40-1110							
Greensville County						<u>.</u>							
	0.04	530	R	From:		Greensville Jr High School		NΙΛ			NA		1999
(9179)	0.04	530	K	To:		40-610		NA			INA		1999
City of Emporia													
				From:		JB-40-109 SCL Emporia							
1 Brink Rd	0.16	NA		To:		US 301		NA			NA		
				From:		West Atlantic St							
2 109 Purdy Rd	0.49	2500	G	94%	1%	2% 1% 2% 0%	С	0.107	F	0.567	2700	G	2003
109				To:		NCL Emporia							
2 Purdy Rd	0.14	NA		From:		Satterfield Dr		NA			NA		
Purdy Rd	0.14	IVA		To:		JB-40-109		INA			INA		
				From:		US 58							
5 West End Dr	0.42	NA						NA			NA		
(109)				To:		109-2 Purdy Rd							
One and the Asse	0.47	400	_	From:	00/	South Main St	0	0.407	_	0.500	470	0	0000
(3800) Greenville Ave	0.17	430	G	97% To:	0%	2% 0% 0% 0% Tillar St	С	0.107	F	0.588	470	G	2003
				From:		SCL Emporia							
Low Ground Rd	0.43	3100	G	97%	1%	1% 0% 0% 0%	С	0.093	F	0.561	3300	G	2003
109/				To- From:		South Main St							
(3801) Laurel St	0.43	800	G	96%	1%	2% 0% 1% 0%	С	0.099	F	0.6	860	G	2003
TOTAL STATE OF THE PARTY OF THE				To:		Temple Ave							
December of the Asses	0.00	4000		From:	00/	WCL Emporia	_	0.000	_	0.504	4700		2000
3802 Brunswick Ave	0.20	4300	G	97%	0%	2% 0% 1% 0%	F	0.093	F	0.534	4700	G	2003
(3802) Brunswick Ave	0.66	4700	G	From: 94%	1%	Brunswick Ave Ext. 2% 1% 2% 0%	С	0.097	F	0.545	5100	G	2003
3802 Brunswick Ave	0.00	7/00	G	94 % To:	1 70	South Main St	C	0.031	Ι.	0.040	3100	G	2003

					Greensville Maintenance Area										
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Emporia				-											
Hicksford Ave	0.46	2300	G	From: 97%	0%	South Main St 2% 0%	1%	0%	С	0.107	F	0.553	2500	G	2003
Hicksford Ave	0.40	2300	G	Tn:	0 70	Lee St	1 /0	0 70	C	0.107	'	0.555	2500	U	2000
<u> </u>				From:		Hicksford Ave									
802 Lee St	0.37	1900	G	96 <u>%</u>	0%	2% 0%	1%	0%	С	0.105	F	0.584	2100	G	2003
				To:		Southampton St									
~ · · · · ·				From:	10/	North Main St	101	20/	_		_		4000		
Valley St	0.14	1100	G	95%	1%	3% 1%	1%	0%	F	0.102	F	0.589	1200	G	2003
				To: From:		Halifax St									
Southampton St	0.29	1100	G	95%	1%	3% 1%	1%	0%	С	0.103	F	0.512	1200	G	2003
				From:		Lee St									
Southampton St	0.18	2100	G	95%	1%	3% 1%	1%	0%	F	0.12	F	0.540	2300	G	2003
				To:		East Atlantic St									
<u> </u>	4.00	0400	_	From:	00/	East Atlantic St	00/	00/	_	0.400	_	0.040	0000	_	000
Davis St	1.32	2100	G	95% To:	0%	1% 0% ECL Emporia	2%	0%	С	0.109	F	0.648	2300	G	2003
				From:											
807) Halifax St	0.15	3100	G	97%	0%	Southampton St 2% 0%	1%	0%	F	0.092	F	0.621	3400	G	2003
Halifax St	0.13	3100	G	91 /0	0 /0		1 /0	0 /0		0.092	•	0.021	3400	G	200
Halifay Ct	0.24	2600	G	From:	Λ0/	East Atlantic St	10/	00/		0.104	F	0.505	2900		200
Halifax St	0.34	2600	G	97%	0%	2% 0%	1%	0%	С	0.104	Г	0.505	2800	G	2003
			_	From:	201	Ruffin St	401							_	
Halifax St	0.30	1900	G	97%	0%	2% 0%	1%	0%	F	0.1	F	0.547	2000	G	2003
\sim				From:		US 58									
Halifax St	0.53	1400	G	97%	1%	2% 0%	1%	0%	С	0.098	F	0.529	1600	G	2003
						North Main St									
Pages St	0.12	NA		From:		109-3804				NA			NA		
Reese St	0.12	INA		To:		US 58 Bypass				INA			INA		
_				From:		Southampton St									
Reese St	0.83	2000	G	97%	1%	1% 1%	1%	0%	С	0.099	F	0.622	2100	G	2003
109)				To: From:		US 58 Bypass		<u> </u>							
Reese St	0.84	960	G	94%	1%	1% 1%	3%	0%	С	0.120	F	0.674	1000	G	2003
109)				To:		Sunnyside Rd									
<u> </u>				From:		West Atlantic St									
809 Belfield Dr	0.17	3100	G	97%	0%	1% 0%	1%	0%	С	0.103	F	0.638	3400	G	2003
<u> </u>				To:		Weaver Ave									
<u> </u>			_	From:		Belfield Dr					_			_	
Weaver Ave	0.21	3300	G	96% To:	0%	2% 1%	1%	0%	С	0.091	F	0.508	3600	G	2003
						North Main St									
W Atlantic Ave	0.24	1300	G	97%	0%	Dead End near Florida 1% 0%	1%	0%	F	0.088	F	0.844	1400	G	2003
815) VV Atlantic Ave	0.24	1300	G	97 70 To:	070	Bus US 58	1 70	0%	г	0.000	Г	0.044	1400	G	200
				From:		North Main St									
Baker St		650	G	<u> </u>		North Main St				0.133	F		700	G	2003
24.10. 01				To:		Halifax St				000	•				
				From:		Clay St		1							
		1400	G	<u> </u>		j ot				0.113	F		1500	G	2003
Briggs St				To:		Tillar St									
Briggs St															
Briggs St				From:		Low Ground Rd									
Briggs St Clay St		2800	G	From:		Low Ground Rd				0.096	F		3000	G	2003
			G	From:		Low Ground Rd South Main St				0.096	F		3000	G	200
Clay St			G	<u> </u>						0.096	F		3000	G	2003
			G	<u> </u>		South Main St				0.096	F		3000 1600	G G	2003

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year				
City of Emporia				From:		Halifax St												
Ruffin St		1200	G						0.098	F		1300	G	2003				
				To:		North Main St												
				From:		Laurel St												
Temple Ave		650	G						0.107	F		710	G	2003				
				To:		Jefferson St												
					-			From:		Briggs St								
Tillar St		1900	G	·				0.106	F		2000	G	2003					
				To:		Hicksford Ave												
				From:		Jefferson St												
West Ave		370	G	·					0.109	F		400	G	2003				
				To:		Brunswick Ave												
				From:		North Main St												
West End Blvd		840	G			•			0.097	F		910	G	2003				
				To:		Gay St												